TO THE EDITORS.

GENTLEMEN: It has been my intention, ever since the appearance of Mr. G. W. EVELETH'S late paper on Spirituatism, to notice briefly, and in a friendly spirit, some of the views advanced by that gentleman. Allow me a brief place in your columns to examine, for the sake of science, the portions of his late interesting paper as I may think more par-

ticularly deserving of notice. Philosophers of the present age are naturally di-vided into two great classes—Spiritualists and Materialists. The former, just at the present moment, seem to be in the ascendant, at least in this country, while the latter prevail in Europe. Your learnd correspondent, Mr. G. W. Eveleth, seems to belong to the category of Materialists, since he endeavors to materialize intellectual operations. He distinctly maintains "that intellectual operations do arise in material changes;" leaving it to be inferred that "material changes" are the first in the order of sequence; or that some material change in the tissues of the body must take place before an intellectual operation can follow.

and libert, since this has been so often, so eloquently, and so demonstratively done; we shall therefore only attoupt to expose its errors and weak points.

Mr. Eveleth advances his theory of intellectual operations as a corollary from some observations made on the subject by Prof. Draper. Prof. Draper, however, is specific as to his own views regarding this question; for he says: "Do not now misapprehend what I say. I would not have you suppose that intellectual operations arise changes intervene." [Lecture on Phosphorus, 1847.] In reply to this Mr. Eveleth observes: "I am so material as to take a step in advance of the idea presented above, ' and maintain that intellectual operations do arise in ma-'terial changes." He further adds that Prof. Draper "takes this same step, perhaps unwittingly." We do not so understand Prof. Draper's language. Mr. Eveleth's theory explains the mode by which we acquire a conception of the form, color, &c. of a rose, as follows: Light reflected from the rose falls upon the retina, "its nerve globules are exidated," as Prof. Draper observes, "by the arterial blood," and the conception immediately follows as consequence of such oxidation.

No such idea of the origin of the conception of external objects is maintained by the language of Prof. Draper. He admits only that certain material changes, as oxidation, elevation of temperature, &c., intervene between an object and its perception by the mind; but not that these object and its perception by the mind; but not that these changes create the mental operation of perception, as is the proper and classic costume for so celebrated a traclear from the quotations we have made above. It is simply saying that the mind cannot take cognizance of external objects without the intervention of some material medium, in a proper condition to allow the impression to be transmitted-a theory to which we are not fully prepared to subscribe. We are no advocates of the old Aristotelion philosophy, and can form no clear idea of a "conception being conducted along some merely physical medium" from one person to another, as Mr. Eveleth conceives it possible. A conception is an ima aterial product of the mind, and cannot be said to be transmitted along some material medium, like a bale of cotton along a railroad track.

All ideas are essentially immaterial, and have nothing in common with materiality. Thought is not transmitted, but is endowed] with the property of instantaneity, whereby it is independent of all media, and of time and space, now finding itself, without effort, in the most distant regions of space, and then again taking cognizance of objects near at hand.

Mr. Eveleth's attempt to explain certain phenomena of pings," &c. is exceedingly fanciful, to say the least of it. is barque rigged, and can spread about the same quanti-He speaks of the possibility of "muscular action, sound, ty of canvass as an ordinary sloop-of-war. Her dimenundulations, &c. being conveyed, so as to cause the lifting of tables, the ringing of bells, and the tuning of the strings of a guitar." Does he conceive muscular action to be a thing independent of muscles, which can be senarated from them, and conducted along certain ethereal media from place to place? And is sound, too, something that can be obstructed from the undulations producing it, and conducted along, like a materiality, so as to produce "rappings" whenever and wherever required? This, I frankly confess, transcends all my philosophy, and is so perfectly abstract and ethereal that I cannot comprehend it.

It is quite impossible to say, in these times of railroads and magnetic telegraphs, what may happen; and therefore, if we should hear of a patent being taken out for a mode of bottling or barreling up muscular action, ready to be applied to any kind of machinery, such as that of railroad locomotives, steamboats, &c., it ought not to sur-

We do not propose, though we have hinted at them, to give in this short paper even an outline of our own views regarding the constitution of the human mind and its modes of action. We may do so hereafter. We will conclude by observing that Mr. Eveleth is a little behind the club of the company. The highest speed ever made at sea is 15 knots per hour, and the least run last reached at sea is 15 knots per hour, and the least run last reached at sea is 15 knots per hour, and the least run last reached at sea is 15 knots per hour, and the least run last reached at sea is 15 knots per hour, and the least run last reached at sea is 15 knots per hour, and the least run last reached at sea is 15 knots per hour, and the least run last reached at sea is 15 knots per hour, and the least run last reached at sea is 15 knots per hour, and the least run last reached at sea is 15 knots per hour, and the least run last reached at sea is 15 knots per hour, and the least run last reached at sea is 15 knots per hour. age in regard to the views of medical men concerning animal life. He observes : "It is a prevailing opinion among e medical men that animal life is nothing more nor less than electricity circulating through the nerves, as through wires of copper;" and he adds that "Sir John Herschel one voyage to England and back. Wines and liquors are her home. than electricity circulating through the nerves, as through has broached the idea that the human brain is a species of galvanic battery, generating thought." If we have read Sir John Herschel correctly, he never

advanced, as his opinion, the idea ascribed to him by Mr. Eveleth ; but, even if he did entertain such an idea, it was certainly on no demonstrative grounds; for facts in physiology are opposed to such a view. We do not care a straw about great names; and when we see any thing advanced in science on the mere authority of great names, we are apt to suspect an absence of plain facts and experiments. such as the inductive method Lord Bacon imperatively demands. We think, indeed, that it would be paying a poor compliment to the great learning and sagacity of Sir John Herschel, to suppose him so ignorant of the present state of physiological science as to seriously promulgate such an idea as that ascribed to him by Mr. Eveleth.

As to physicians of the present day, we have not met with a single well-educated one who entertained the idea "that animal life is nothing more nor less than electricity circulating through the nerves as through wires of copper." Mr. Eveleth must have read our best and most recent works on physiology very carelessly, or he would never have cast such a libel on the medical profession. If he will take the trouble to examine carefully our best text-books on physiology, he will soon discover lais mistake. ALBERT WELLES ELY.

WASHINGTON, JULY 5, 1858.

MIGRATION .- Wisconsin is absorbing the great body of the migration to such an extent that Michigan finds her-self rather neglected, and the papers of that State are Press much of the popularity of Wisconsin with emi-

We understand that, at a late meeting of the Board of Trustees of Hampden Sidney College, Dr. G. A. Wilson, of the city of Richmond, was appointed to fill the newly-created chair of Physiology and Medical Jurisprudence in the medical department of that institution. Dr. Wilson, and department of that institution. Dr. Wilson, and its weight is greatly aggregated by the very generated by its projection. I am not aware of its exact weight, but it must be enormous, particularly at the extremity. The most experienced sailor would be very much deceived in forming a judgment of the seamonth of the Cunard and Collins steamships from the bow, and its weight is greatly aggregated by the event weight, but it must be enormous, particularly at the extremity. The most experienced sailor would be very much deceived in forming a judgment of the seamonth of the cunard and Collins steamships from the bow, and its weight is greatly aggressed by its projection. I am not aware of its exact weight, but it must be enormous, particularly at the extremity. The most experienced sailor would be very much deceived in forming a judgment of the seamonth of the cunard and Collins steamships from the bow, and its weight is greatly aggressed. son is a Virginian, and is well and favorably known as a gentleman of high position and attainments in his profession.—Richmond Whig.

RESOURCES AND SETTLEMENTS OF AMERICA. BY CAPT. MCKINNEN, R. N.

The Atlantic is now so completely bridged by the mag-nificent steamers of Cunard and Collins that a voyage across the ocean has become a mere pleasure trip. As I have never seen a popular account contrasting the performances of these great lines, I propose to give a sailor's experience of a voyage to New York by a Cunard steamship, the " America, and a return voyage to Liverpool by the Collins vessel, the "Baltic."

At 11 A. M. on the 10th July, 1852, I found myself and luggage on board the steam-tug at the place of em-barkation at Liverpool, and in a few minutes was conveyed alongside the Cunard vessel "America." ngers who crowded the deck of the little tug were anxiously scanning every thing about them, and no doubt speculating on the characters of those with whom they were to be so closely packed up for the next ten days.

The passengers by a transatlantic mail steamer are a mixed character. Commercial travellers are the most numerous class, as the great manufacturing houses in England have discovered that Brother Jonathan is, after all, one of our best customers.

Although every arrangement in the "America" w substantial and good, and the captain an experienced and able officer, there was a degree of pompous mystery in the arrangements of the vessel very much in contrast with the Yankee steamers. For instance, it was impossible to get the ship's daily run or any information of her position. If a passenger wentured to ask a question from one of the officers, he met with a sullen reply. A part of

tion can follow.

This is simply an announcement of the old doctrine of the French and English philosophers, that mind is dependant on matter, if not indeed a mere property or product of it.

The immense importance of the bearing of such philosophy as this upon the sacred causer of religion, morality, and consequently on liberty, makes it necessary to examine well its data. It is unnecessary to show the destructive effects of such philosophy on religion, morality, and liberty, since this has been so often, so eloquently, on the capacity of the officers, he met with a sullen reply. A part of the upper deck was denied to the passengers, unless especial friends of the officers, he met with a sullen reply. A part of the upper deck was denied to the passengers, unless especial friends of the officers, he met with a sullen reply. A part of the upper deck was denied to the passengers, unless especial friends of the officers, he met with a sullen reply. A part of the upper deck was denied to the passengers, unless especial friends of the officers, he met with a sullen reply. A part of the upper deck was denied to the passengers, unless especial friends of the officers, he met with a sullen reply. A part of the upper deck was denied to the passengers, unless especial friends of the officers, he met with a sullen reply. A part of the upper deck was denied to the passengers, unless especial friends of the officers, he met with a sullen reply. A part of the upper deck was denied to which readulty increased to nearly ten, as, in propor-tion to the consumption of her fuel, her weight was di-ministed. Nothing could exceed the smoothness and beauty with which the engines performed their work. Fortunately the ocean was smooth as glass, and the pas-sengers, af er meeting twice at the dinner table, became Some Canadians were aboard, who ociable and friendly. very freely expressed their opinions, particularly as to the treatment they had met in England. One gentleman, to the great edification of our Yankee fellow-voyagers described his attempt to visit Portsmouth dock-yard. " went down," said he, "with two American friends, with one have you suppose that intellectual operations arise in material changes. The fact I am pointing out is, that in the action of the mind on external things chemical my American friends put down their residences in certain American towns which bore English names, and were allowed to proceed without further question; whilst I, unfortunately, stated Canada to be my place of residence. Immediately the official pronounced me to be a foreigner, adding that my admission could not be permitted."

Several intelligent American shipmasters and builders were likewise on board, and the celebrated constructor of the "Marco Polo," from New Brunswick. The conversation after dinner turned upon the various modes naval architecture, and the general opinion appeared to be that if fifty feet bow was added to the "America" her speed would be prodigiously increased, even with her present engines.

"And pray," said one to the builder of the Marco Polo what price did you get for your fine 1,400 ton ship?" "Very little," replied he; "not half what she is worth; only £9,000.

"What sort of figure-head did you give her?" asked another. "What does New Brunswick consider the apropos device ?" 'Oh !" replied our friend from New Brunswick, "

Only imagine! the Venetian traveller of the thirteenth entury dressed like an English country squire of the eighteenth!

Since 1852 the value of ships has risen so much there is little doubt that the "Marco Polo" is just worth at the present time at least double her first cost. Such are the

chances of speculation in shipping.

Never had a steamer a better chance for crossing the Atlantic, as the sea was as smooth as a sylvan lake. In eight days the usual fogs indicated the approach to the banks of Newfoundland, and on the tenth day the rugged coast of Nova Scotia announced our vicinity to Hali fax. From this town the voyage is short to Boston; but the weather still continued cold and foggy. On entering Boston bay the chill atmosphere rendered warm clothing necessary; though, upon landing, the heat was most oppressive, the thermometer standing at 97° in the coolest place. It is impossible to give an adequate account of the enervating effect of this sudden change on the frame.
On arriving at New York I took a passage in the Bal

tic, for which I paid \$120, about £24, and now proceed to give a description of that vessel. The American steamship Baltic, belonging to the Collins line, was built by Jacob Bell, of New York, at a cost mesmerism, the movements of tables, "spiritual rap- of \$710,000, equal in round numbers to £142,000. She

> Length on deck, nearly the same as keel283 feet. Depth Scathing 201 inches in the throat; 9 inches at the

plane sheer.
She is fastened with diagonal iron braces throughout and has three decks below the spar deck. With 1,100 tons of coal, 600 tons of freight, and full complement of passengers and baggage, she draws about 22 feet. She can accommodate 167 first-class passengers and 38 se-

She is fitted with two side-lever engines, 96-inch cylinders, and 10 feet stroke, and the entire cost of engines and boilers was \$250,000, equal to £50,000.

Her average consumption of fuel is 80 tons per day per coals averaging 16s. 6d. a ton in England, and 18s 6d. in America; and she daily lightens 3½ inches.

winter, for 24 hours, 167 nautical miles. None of the vessels of this line have been caulked outside since they were launched, or were ever hove to at sea from stress of weather. Three thousand pounds, or fifteen thousand uded in this expenditure, and are a matter of accommodation to the passengers, as no profit is made, only breakage, &c. The officers of the ship are charged the same as passengers. I can answer for the goodness and cheap-

ness of these articles from my own experience.

The usual charge for passengers is £30 from England and £24 from America—the return trip being thus considerably cheaper. It is usual to give the waiter that attends at table 10 shillings, and likewise the bed-room attendants; the stewardess who attends ladies at same rate. The officers mess together; there are likewise separate messes for the engineer, sailors, stokers, and coal trimmers, so that they do not interfere with each other. The three latter classes have fresh meat in the morning and at noon, and salt pork and beef for supper. The firemen and coal-trimmers, in consequence of the severity of the work, have supplies of provisions set out for them careful logs are kept both in the sailing and engine de- and not the slightest accident happened.

I am only doing justice to these magnificent vessels in stating that they are, beyond any competition, the finest, the fastest, and the best sea-boats in the world. I am sorry to be obliged to say this; but as a naval officer I feel bound in candor to admit their great superiority. Their extraordinary easiness in a sea cannot fail to excite the admiration of a sailor; I never beheld any thing like it. There was none of that violent plunging, that sudden check usually attending a large ship in a heavy head on behalf of his wife and children. sen. The elongated bow dipped gently in when a vast, wall-sided, and threatening swell appeared overwhelmingly to rush upon her. The whole fore-length of the vess ppeared to sink gently down until almost level with the water, and as gradually to rise again after passing. Most wondrous of all, no sea ever came on board, and the foaming and angry waters appeared to glide harmlessly past discussing means for diverting the stream of settlers to her peak and narrow bows. The extraordinary difference their own vacant lands. According to the Detroit Free in this respect to the America was most marked, as a Press much of the popularity of Wisconsin with emigrants is to be ascribed to the judicious laws passed by volumes over her bows. I attribute these admirable qualithe Legislature of that State to encourage emigration ties to two reasons: first, the long and gently graduated the Legislature of that State to encourage emigration thither. The Detroit Free Press says that 500 Norwegians passed through Buffalo from Quebec a few days ago on their way to Wisconsin.

We understand that, at a late meeting of the Board of Trustees of Hampden Sidney College, Dr. G. A. Wilson, of the city of Richmond, was appointed to fill the newly-created chair of Physiology and Medical Jurisprudence in the medical department of that institution. Dr. Wilson, or the medical department of that institution. Dr. Wilson, or the country of the Capard and Collins steamships from the bow reasons: first, the long and gently graduated bow; and, secondly, the lightness and buoyancy of the forepart of the vessel when relieved from the bow; and its weight is greatly aggravated by the leverage caused by its projection. I am not aware of its exact weight, but it must be enormous, particularly at the extremity. The most experienced sailor would be every much deceived in forming a judgment of the sealing the medical department of that institution. Dr. Wilson, the control of the country of the Capard and Collins steamships from

rience in all classes of steam vessels besides the Cunard America, I advisedly assert that the Baltic is, out and out, by long odds, the very best and easiest steamship I ever

I cannot refrain from calling the attention of steamshi builders of England to the uselessness, and even absurdi-ty, of a heavy bowsprit to a vessel that mainly depends upon her steam. It would be considered an absolute absurdity for either of these vessels to attempt to beat to windward. Before the wind, there is little doubt that the Collins would run the Cunard out of sight in a dozen hours. The wast and heavy bowsprit of the Cunard line is therefore an absolute excrescence-a bow-plunging speed-stopping, money-spending, and absurd acquies cence in old-fashioned prejudices about appearance, and what the old school attempt to swamp all argument by condemning as not ship-safe. Pshaw! what confounder stuff! This is the sort of feeling that prevents improve ments, and allows Brother Jonathan to build the finest sea-going steamers in the world, which the Collins liners undoubtedly are.

As some slight proof of this assertion, let me describe what took place in the Baltic on the 6th and 7th of No. want took place in the Baine on the 5th and 7th of November, 1852, on the passage to England, in about latitude 48 deg. N., longitude 18 W. At 10 A. M., on the former day, this vessel was proceeding with full power, at the rate of thirteen knots, the engines making sixteen revolutions per minute. At this time a light breeze was blowing from the southwest, with a slight swell from the blowing from the southwest, with a singat swell from the eastward. About noon the swell increased, and a very dense, dark, coppery sky was perceived at the starboard bow, bearing southeast. The barometer, which had been carefully noted, had been gradually sinking for thirty-six ours, but still the southwest wind ever and anon breathed coarsely into and filled the flapping canvass. The stormy ndications in the southeast gradually increased in in tensity as we rushed forward at the great velocity before described—namely, thirteen knots. At 2 P. M. the barometer—that faithful and valuable monitor—sank considerably. Captain Comstock, the experienced comman der, invited me into his cabin, and began to discuss the now clear indications of an approaching storm. From the various signs afforded by changes in the direction of the wind, swell of ocean, descending glass, and other in fallible tokens, known only to experienced seamen, we speedily came to the conclusion that the Baltic was ap proaching the course of an Atlantic cyclone. From the osition of the vessel and her rapid motion, we mutually agreed that the easterly breeze, which had suddenly se in, clearly indicated that we were rapidly approaching the northern edge of the cyclone. This will be plain! nderstood by the landsmen and uninitiated when I ex plain that the cyclones in the northern hemisphere reolve against the sun with a progressive motion towards outheast. The easterly breeze, therefore, could only strike the ship in its northern extremity. een, for instance, at the southern extremity of the rotary storm, it is clear that the wind would have been southwest until the vortex was passed, when the southeastern course of the circular or whirlwind storm would

have struck the ship.

Although we were confident that our theory was cor rect, yet Captain Comstock, like a prudent, careful, and able commander, as he is, made every preparation to withstand the worst weather. At this time the barome ter had sunk lower than I ever experienced, (28.40,) even in the most furious storms, and the gyratory motion of the tortured and fragmented clouds in the showed to the practised eyes of the seaman that a fearful war of the elements was going on in that direction. The eastern swell was now rapidly rising into a heav-and perpendicular sided sea, whose solid-looking curly tops threatened destruction to all that opposed their head ng course. The wind likewise increased in strength, urging on the too willing waves until they were lashed

into apparent destructive fury.

Let us ascend the bridge, between the paddle-boxes. and try to describe this sublime scene. A furious gain was raging, and wind and waves combined were hurled with gigantic force against the poor Baltic. To avoid rushing madly against the fierce watery barriers the engines were stacked to nine revolutions, and the brave vessel still held her course at the rate of eight knots. though the heavy spoondrift in a moment drenched everything exposed, still the ship held on with the most extraordinary ease. At intervals a mountain would appear approaching, giving the idea (often felt by the most exerienced) of a gathering power in advance that nothing ould withstand. Onward it rolls, so high that from your elevated position the horizon is concealed; it is upon us with a crash-nothing can avoid the avalanche of water. the decks are inundated fore and aft.

Not at all, the noble ships rises gently, just sufficient clear the crest of the surge; her bulwarks are even with the surface of rolling water, but not a drop come in. Again and again did this happen; and although we were drenched to the skin by the spoondrift, we were fascinated by the wonderful triumph of the ship's course over the madly-vexed waters, and remained in our exposed situation spell-bound at her easy performance over such rough and formidable obstacles. Place a Cunard liner. any vessel, in this position with the present lines of English ocean steamers, and they would ship tons and tons of water. The heavy bows, bowsprit and all, would plunge into the sea with a crash and a bang that would shake and strain a ship to her centre. On raising her forefoot from her watery bath the bowsprit, enveloped with the gear, would visibly bend with the jerk." This is the main difference between the ocean steamers of Engand and America, and we strongly advise the b England to wake up from their lethargy, half composed of prejudice. I tell them again plainly (however unplea-sant to myself) that there are no ocean steamers in England comparable with the Baltic.

It is the fashion in England, among a certain class, unhappily too numerous, to shake their noddles when these steamers are mentioned. "Oh," say they, "these steamers are all to pieces; they will be done in a short time; they won't pay." I beg to disabuse their minds-the persons in England who have not had such an opportunity as mine to judge for themselves These steamers are as good and as strong as ever; they are as well officered and manned as any ships affoat they treat their passengers with as much, or more, civility and attention than any other line; and, finally, their food and wine, and all arrangments of the table, (at least in the Baltic,) are as good as any person can require, even if spoilt by the Sybarite luxuries of the great me-

tropolitan cities of the world.

The last day's steaming of this beautiful vessel was the absolute poetry of motion. At 3 o'clock P. M. she was off the western extremity of Ireland, exactly three hundred miles from the light-vessel, at the entrance of Liverpool harbor. The weather was beautiful—a light breeze from the northeast, just sufficient to ruffle slightly the like surface of the water. Onwards she rushed with headlong speed, her ponderous engines revolving at the rate of nineteen revolutions a minute. So clear and beautiful was her shape that she appeared to glide through the water, leaving hardly a ripple behind. Nu-merous steam-vessels, likewise running up the Irish chan-nel, were passed as if at anchor, and in 22½ hours from making the land on the previous afternoon she had achieved the three hundred miles that separated her from

Reader, this is a wonderful performance, and what I commodation to the passengers, as no profit is made, only a sufficient advance upon prime cost to cover losses from The whole thing is obvious to the meanest understanding be traced to the unequalled beauty of the model. The English engines are sllowed by the Americans to be superior. Why, therefore, should we allow Brother Jonathan to beat us on our own clement? The reason is plain enough, and patent to the whole world; and is summed up briefly in one sentence: The British model is far inferior to the American. I say this in sorrow, and jealously; and investigate calmly and dispassionately this momentous question. When once inquiry is thoroughly aroused in England, I do not fear the result. If, however, obstinacy and pride are allowed to blind our shipbuilders, they will richly merit the fate that will inevitably befail them-namely, to be soundly beaten by Amerian naval architects.

We arrived at Liverpool ten days and a half from New all night. The officers and men are in two watches, and York, during which time the engines were never stopped,

SENTENCE OF DEATH .- Lewis Montague, convicted at Petersburg, Virginia, of the murder of Thompson, has been denied a new trial, and sentenced to be executed on the 5th of August. The prisoner made a speech to the Court, in which he admitted that he killed the deceased out denied that it was his intention to commit murder

A Son or SEVENTY-Six .- There is now stopping in the ci of New York, at the residence of his son in-law, Mr. L. M. Parkes, No. 119 Franklin street, a venerable relic of the days en the sun of liberty did not shine on Columbia's shore Mr. Daniel Spencer, 94 years of age, and as strong and active as many men at 60, generally comes down from his home, in Montgomery county, once a year, to visit his children in this metropo is, and take a peep at its onward march in wealth and magnificence. He served six years during the revolution in a light-horse regiment, commanded by Col. Elijah Shelden, and, with others, was frequently detailed to act as an escort of Gen. Washington when he visited the outposts of the army to reconnoitre the lines of the British. When he left this city, after the war, he did not visit it again for forty years, and when he returned he could scarcely recollect any part of it. The change is still more apparent now; and when we listen to him describing the bedges which surrounded the old Collect, and the swamp around the Park, we aimost fancy he must and the swamp around the Park, we almost fancy he must have risen from the dead. He intends to stay in this city until after the Fourth of July, when he proposes to return to his country home, and hopes to be able to saw and split his own wood for some time to come, for Mr. S. does not belong to that style of men of the present day who are only a compound manufactured bytailors and haberdushers. He is made of "sterner stuff," and does not consider labor disreputable, even to an old soldier.—Sunday Times.

[No. 491.]

BY THE PRESIDENT OF THE UNITED STATES.

In Pursuance of Law, I, FRANKLIN PIERCE, President of the United States of America, do hereby declare and make known that public sales will be held at the undermentioned land offices in the State of MICHIGAN, at the periods hereinafter designated, to wit.

eriods hereinafter designated, to wit:
At the land office at the SAUT STE. MARIE, commencing on Monday, the twesty-second day of August next, for the dis-posal of the public lands within the following-named townhips and fractional townships, situated east of Chocolate

North of the base line, and west of the principal meridian. Townships forty-four and forty-five, of range four; town-hips forty-four and forty-five, fractional township fifty, and ection thirty-one, on the main land of township fifty-one,

ange five.
Townships forty-five and forty-six, of range six.
Townships forty-five, forty-six, and forty seven, of range

even. Townships forty-siz, forty-seven, forty-eight, and forty-nine, and fractional township fifty, of range eight.

Townships forty-six, forty-seven, and forty-eight, and fraconal townships forty-nine and fifty, of range nine

Township forty-six, of range eleven.
Townships forty-six, forty-seven, and forty-sight, and frac-Townships forty-nine and fifty, of range twelve.
Townships forty-nine and fifty, of range twelve.
Townships forty-six, forty-seven, forty-eight, and fractional townships forty-nine and fifty, of range thirtees.
Townships forty-two, forty-three, forty-six, forty-seven, and forty-eight, and fractional township forty-nine, of range

ourteen. Townships forty-six, forty-seven, and forty-eight, of range Fractional township forty-two, township forty-three, and ractional townships forty-eight and forty-nine, of

Fractional township forty-eight, of range seventeen

Section eighteen, in township forty-seven, on "Grand Is-and," of range eighteen.

Township forty-seven, on "Grand Island," (except lot one Township forty-seven, on "Grand Island," (except lot one in section twelve, lot two in twenty-one, lots two, three, and four in twenty-two, and lots, one, two, and three in twenty-three,) and township forty-eight, on "Grand Island," (except sections fourteen, fifteen, and sixteen,) of range nineteen. Townships forty-three, forty-four, forty-five, and forty-six, and fractional townships forty-seven and forty-eight, of range

twenty-one.

At the SAME PLACE, commencing on Monday, the fifth day of September next, for the disposal of the public lands within the limits of the following-named townships and fractional townships, lying west of the Chocolate river, viz:

North of the base line, and west of the principal meridian. Township forty-two, of range twenty-three.

Townships forty-one and forty-two; fractional sections two, (except lot four,) three, (except lot five;) section four; the asst half of five; and lot one, in section eleven, in township forty-eight; and the west half of section thirty-two, and fractional section thirty-three, on the main land, in township forty-wipe, of range twenty-five.

tional section thirty-three, on the main land, in township forty-nine, of range twenty-five.

Townships forty-one, forty-two, forty-three, forty-four, forty-five, and fifty, of range twenty-seven.

Townships forty-one, forty-two, forty-three, forty-four, forty-five, and fifty; sections two, three, and four, in township fifty-eight; and fractional township fifty-nine, (except sections twenty-seven, twenty-eight, lot two of twenty-nine, lots three

and four of thirty-two, on "Poster's Island," and lot one of thirty-three,) of range twenty-eight. Section six in township fifty-eight, and fractional sections hirty and thirty-one, (except the west part of lot three,) in

intry and thirty-one, (except the west part of lot three,) in township fifty-nine, of range twenty-nine. Sections one, two, three, four, five, (except the north frac-tion on the east cape of Eagle harbor,) and six in township fifty-eight, and sections thirty-two, (except the east part of lot hree,) thirty-three, (except two small tracts on the east and west capes of "Grand Marais Harbor,") thirty-four, thirty-five, and thirty-six, (except the two small fractions on the capes of North and South Bays,") in township fifty-nine, of range thirty. Sections seventeen, eighteen, and nineteen, on the main land,

in township fifty-three, of range thicty-two.

Fractional townships forty-one and forty-two, townships forty-three, forty-four, and forty-five; sections one to five, and eight to twelve, in township fifty; sections thirty-two to thirty-six, in township fifty-one; and sections thirty-two to een, twenty-three, twenty-four, (except the east part of lot (wo,) twenty-five, and twenty-six, in township fifty three of

Township forty-four, of range thirty-four.
Fractional townships forty-one and forty-Fractional townships forty-one and forty-two, and town-chips forty-three, forty-four, and forty-six, of range thirty-

Fractional township forty-two, and townships forty-three orty four, forty-six, forty-seven, forty-eight, and forty-nine, f range thirty-six.
Fractional townships forty two and forty three, and townhips forty-four, forty-five, forty-six, forty-seven, forty-eight and forty-nine, of range thirty-seven.

At the SAME PLACE, commencing on Monday, the nine centh day of September next, for the disposal of the public lands within the following-named townships and fractional townships west of Chocointe river, to wit: North of the base line, and west of the principal meridian.

Fractional township forty-three, and townships forty-four, orty-five, forty-six, forty-seven, forty-eight, and forty-nine, of range thirty-eight.

Fractional townships forty-three and forty-four, and town

ships forty-five, forty-six, forty-seven, forty-eight, and forty-nine, of range thirly-nine.

Fractional township forty-four, and townships forty-five, forty-six, forty-seven, and forty-eight, of range forty.

Townships forty-six, forty-seven, and forty-eight, of range orty-one.
Fractional townships, forty-four, forty-five, forty-six, and

forty-seven, and the sections and parts of sections not hereto-fore offered at public sale in townships forty nine and fifty, of parts of sections not heretofore offered at public saie townships forty-eight and forty-nine, of range forty-three. Fractional township forty-five, townships forty-six and forty-seven, and the sections and parts of sections not hereto-fore offered in townships forty-eight and forty-nine, of range

o ty-four.

Fractional township forty-five, townships forty-six and forty-seven, and the sections and parts of sections not hereto-fore offered at public sale in townships forty-eight, forty-nine, and fifty, of range forty-five.

Fractional townships forty-five and forty-six, townships forty-seven and forty-eight, and the sections and parts o sections not heretofore offered at public sale in fractional townships forty nine and fifty, of range forty-six.

The sections and parts of sections not heretofore offered at public sale in townships forty-six, forty-seven, forty-eight, and

forty-nine, of range forty-seven.

The sections and parts of sections not heretofore offered at public sale in fractional township forty-nine, of range forty-

The west half of section one, sections two, ten, (except lot The west half of section one, section of the two cone, seeven, west half of twelve, west half of thirteen, four-teen, and the north half of fifteen, in fractional township fortyeight, of range forty-nine.

North of the base line, and east of the principal meridian Sections seven, eight, nine, fifteen, seventeen, and eighteen, on the main land, in township forty-seven, of range one. Fractional township forty-one, (except lots two and three, in section ten, lots one and two in section twelve, and fractions section fifteen,) of range four. Fractional township forty-one, of range five.

At the Land Office at GENNESSEE, commencing on Monday, the twenty-second day of Asgust next, for the disposal of the public lands situated within the following named town-

North of the base line, and east of the principal meridian.

Township thirty-three, of range two. Township thirty-three, of range three. Lands appropriated by law for the use of schools, military

and other purposes, together with "those swamp and over-flowed lands made unfit thereby for cultivation," If any, grant-ed to the State by the act entitled "An act to enable the State of Arkansas and other States to reclaim the 'swamp lands' with in their limits," approved September 28th, 1850, will be exduded from the sales

Particular lists of the sections and parts of sections not here Particular lists of the sections and parts of sections not heretofore offered at public sale in the particular townships above
mentioned will be deposited with the Register and Receiver
at the Sant Ste. Marie before the day of sale. The offering
of the lands will be commenced on the days appointed, and
will proceed in the order in which they are advertised with all
convenient dispatch, until the whole shall have been offered,
and the sales thus closed; but no sale shall be kept open longer
than two warks, and no private entry or location by land
warrants for bounties heretofore granted by any law of Conwarrants for bounties neretoiore granted by any law of Con-gress for military services rendered to the United States of any of the lands will be admitted until after the expiration of the two weeks.

Given under my hand at the city of Washington this eigheenth day of May, anno Domini one thousand eight hundred nd fifty-three. FRANKLIN PIERCE. By the President ;

Commissioner of the General Land Office.

NOTICE TO PRE-EMPTION CLAIMANTS. Every person entitled to the right of pre-emption to any of the lands within the townships and parts of townships above epumerated is required to establish the same to the satisfac-tion of the Register and Receiver of the proper land office, and make payment therefor as soon as practicable after seeing this sotice, and before the day appointed for the commencement of the public sale of the land embracing the tract claimed; otherwise such claim will be forfeited. JOHN WILSON, Commissioner of the General Land Office.

NAVAL INTELLIGENCE.

EXTRA PAY FOR THE SAILORS.—Those officers, seamen, or marines of the United States may, or the revenue service, who served in the Pacific ocean, on the coast of California and Mexico, since May, 1846, and in the late Arctic california and Mexico, since May, 1846, and in the late Arctic expedition, as well as the legal representatives of deceased per ons who performed such service, can obtain the double pay granted them by Congress. The following vessels are now payable: Southampton, Constitution, Savannah, Lexington, and Congress. The Portsmouth, Cyane, Warren, Levant, Eric, and Dale will be ready for payment in about three weeks.

The exact amount of the pay due the crews of the several vessels cutilled, and all other information, promptly furnished by early application to M. SNYDER,
N. B. The highest price will be paid for land warrants of all kinds.

The highest price will be paid for land warrants of all kinds.

The highest price will be paid for land warrants of all kinds.

The highest price will be paid for land warrants of all kinds.

The highest price will be paid for land warrants of all kinds.

The highest price will be paid for land warrants of his attorney.

The whole cost, including Attorney and Government fees, will not exceed £60, and if the invention is simple the cost will be much less than that amount. He is also in a position and has the official papers by signing of which the inventor may have the patent issued in his own name instead of the name of his attorney.

(No. 493.)

BY THE PRESIDENT OF THE UNITED STATES. N pursuance of law, I, FRANKLIN PIERCE, President of the United States of America, do hereby declare and make known that public sales will be held at the undermenoned land offices in the State of Wisconsin, at the periods

hereinafter designated, to wit:
At the land office at WILLOW RIVER, commencing on
Monday, the 2d day of October next, for the disposal of the blic lands situated in the following-named townships, viz :

North of the base line and west of the fourth principal meridian. Townships thirty-two, thirty-three, thirty-four, thirty-five,

nd thirty-six, of range five. Townships thirty-one, thirty-two, thirty-three, thirty-four, birty five, and thirty six, of range six. Fownships thirty-one, thirty two, thirty-three, thirty-four, and thirty-five, of range seven.

Townships thirty-one, thirty-two, thirty-three, and thirty-

ur, of range eight. Townships thirty-one, thirty-two, and thirty-three, of range Townships thirty-one, thirty-two, thirty-three and thirty-

four, of range sixteen Townships thirty-three and thirty-four, of range seventeer At the land office as MENASHA, commencing on Morsay, the tenth day of October next, for the disposal of the public lands within the undermentioned townships and parts of

North of the base line and east of the fourth principal meridian Townships twenty-five and twenty-six, of range twelve. Fractional township twenty-one, west of Welf river, and waships twenty four, twenty-five, and twenty-six, of range

hirteen.
Fractional townships twenty-one and twenty-two, west o Wolf river and Bayou, and townships twenty-three, twenty four, twenty-five, and twenty-six, of range four-toen. Fractional township twenty-two, west of Wolf river, town-ships twenty-three and twenty-four, and fractional townships

twenty-five and twenty-six, west of Wolf river, of range Fractional townships twenty-two, twenty-three, twenty our, and twenty-six, west of Wolf river, of range six At the land office at LACROSSE, commencing on Monday, the seventeenth day of October next, for the disposal of the public lands within the following-named townships, to wit: forth of the base line and west of the fourth principal meridian.

Townships twenty and twenty-one, of range one. Townships seventeen, eighteen, nineteen, twenty, and wenty-one, of range two. Townships twenty-one and twenty-two, of range eleven.

Townships twenty-one and twenty-two, of sange twelve. Townships twenty-one and twenty-two, of range thirteen North of the base line and east of the fourth principal meridian. Townships twenty-one, twenty-two, twenty-three, and wenty-four, of range one.

Township twenty-one, of range two. At the land office at STEVEN'S POINT, commencing on Monday, the twenty-fourth day of October next, for the dis-posal of the public lands situated in the following townships,

id parts of townships, to wit: North of the base line and east of the fourth principal meridies.

Township twenty-six, of range four. Township twenty-six, of range five. Sections three to ten, fifteen to twenty-two, and twenty-sito thirty-five, in township twenty-sic; township twenty-seven, except sections thirteen, twenty-four, twenty-five, thirty-five,

and thirty-six,) and townships twenty-eight, twenty-nin and thirty, of range six.

Sections one, two, eleven to fourteen, twenty-three to twenty-five, and thirty-six, in township twenty-six; sections thirteen, twenty-four, twenty-five, thirty-five, and thirty-six,

in township twenty-seven; sections five to eight, seventeen to twenty, thirty, and thirty-one, in township twenty-eight; township twenty-nine, (except sections twenty-five to twenty-eight, and thirty-three to thirty-six,) and township thirty, of range seven.
Sections one to five, eight to fifteen, twenty-two to twenty-

Sections one to five, eight to fifteen, twenty-two to twenty-seven, thirty-five, and thirty-six, in township twenty-fiver; township twenty-five, (except sections six, seven, eighteen, nineteen, thirty, and thirty-one; township twenty-six; township twenty-seven, (except section six,) twenty-eight, (except sections six, seven, eighteen, nineteen, thirty, and thirty-one;) and townships twenty-nine and thirty, of range eight.

Township twenty-six of range eleven.

At the land office at MINERAL BOINT, companying the seven in the land office at MINERAL BOINT, companying the seven.

At the land office at MINERAL POINT, commencing or Monday, the second day of January next, for the disposal of the following, being residuary tracts of the reserved lead mineral lands, which were not included in the proclamations of the 20th November, 1846, and 28th April, 1851, to be sold under the act of Congress entitled "An act to authorize the President of the United States to sell the reserved mineral lands in the States of Illinois and Arkansas, and Territories of Wisconsin and Iowa, supposed to contain lead ore," ap-proved July 11, 1846, to wit: North of the base line and east of the fourth principal meridian.

The west half and northeast quarter of the southwest quarer, the northeast quarter of the northwest quarter, and the outheast quarter of the southeast quarter of section one; the east half of the northwest quarter, the southeast quarter, the west half of the southwest quarter, and the southwest quarter of of the northeast quarter of tweeler; and the northeast quarter, and north half of southwest quarter of twenty-nine, in township me; the northeast quarter of section thirteen, in township ino; no west half of the northwest quarter of section eleven, in counship three; the east half of the southeast quarter of section twenty-five, and the east half of the southwest quarter of thirty-six, in township five, of range one. The west half and northeast quarter of the northwest quar-

ter, the east half of the northeast quarter, and the east half of the southeast quarter of section two, in township two, of range

The east half of the northeast quarter, and the northeast quarter of the southeast quarter of section four, in township two, and the northwest quarter of the northwest quarter of

The east half of the northwest quarter, the northwest quarter of the northeast quarter, and the east half of the southwest quarter of section thirty, in township four; and the west half of the northwest quarter of section thirty-five, in township North of the base line and west of the fourth principal meridian.

The west half of the northwest quarter of section three, in coship two; the east half of the northwest quarter, and the atheast quarter of the northeast quarter of four; the west half of the southeast quarter of six; the southeast quarter of the southeast quarter of twenty-seven, and the southeast quar-er of the northwest quarter of thirty-four, in township three, The northwest quarter of section ten, and the west half of

the southeast quarter of thirty, in township three, of range At the SAME PLACE, commencing on Monday, the third

day of October next, for the disposal of the public lands within the following sections, and parts of sections, to wit: North of the base line and west of the fourth principal meridian.

Section one, the east half and southwest quarter, the west
half of the northwest quarter, and the northeast quarter of
the northwest quarter of ten, in township wine; and the east half of the southwest quarter of section twenty-six; the west half of twenty-seven; the east half of twenty-eight, and the

north half of thirty-five, in township ten, of range live.

Lands appropriated by law for the use of schools, military and other purposes, together with "those swamp and overflowed lands, made unfit thereby for cultivation," if any, granted to the State by the act entitled "An act to enable the granted to the State by the act contained "An act to realism the "swamp lands" within their limits," approved Septe. ber 28, 1850, will

in accordance with the provisions of the act of 11th July 1846, hereinbefore referred to, pre-emption claims will not be allowed to any of the above-mentioned lead mineral tracts to be offered at Mineral Point, until after they have been offered at public sale, and become subject to private entry. And these tracts will be sold in such legal subdivisions as will include the mine or mines at not less than two dollars and fifty cents per acre; and if not sold at the public sale at such price, nor shall be entered at private sale within twelve months there-after, the same shall be subject to sale as other lands.

The offering of the above lands will be ecanmenced on the The offering of the above lands will be commenced on the days appointed and will proceed in the order in which they are advertised until the whole shall have been offered, and the sales thus closed; but no sale shall be kept open longer than two weeks, and no private entry of any of the lands will be admitted until after the expiration of the two weeks. Given under my hand, at the city of Washington, this wenty-first day of June. Anno Domini one thousand eight

FRANKLIN PIERCE. By the President : JOHN WILSON,

Commissioner of the General Land Office.

NOTICE TO PRE-EMPTION CLAIMANTS. Every person entitled to the right of pre-emption to any of the lands within the townships and parts of townships above enumerated, is required to establish the same to the satisfac-tion of the register and receiver of the proper land office, and make payment therefor as soon as practicable after seeing this sotice, and before the day appointed for the commencement of the public sale of the lands embracing the tract claimed, otherwise such claim will be forfeited.

JOHN WILSON,

Commissioner of the General Land Office. june 23-law13w

DATENT AGENCY .- GEORGE R. WEST, Attorne and Solicitor of Patents, (office on F street, opposite the Patent Office, Washington,) continues to prepare specifications and drawings, and solicits letters patent in this country and Europe; examines or revises rejected applications; cor-rects and modifies the descriptions and claims of the same, so as to procure letters patent when there is novelty and the rerects and modifies the descriptions and claims of the same, so as to procure letters patent when there is novelty and the rejections have been caused by improperly prepared papers.

All necessary information and advice given to persons residing at a distance and abroad upon questions relating to inventions. Models can be forwarded by express with safety, and rough sketches and descriptions enclosed by mail to the subscriber, who can procure patents and transact all the business of his clients without the necessity of their presence in Washington.

All letters on business must be post paid, and contain a suitable fee where a written opinion is required.

Under the British Patent Law amendment act of 1852 he is now prepared to procure Letters Patent for the United Kingdom of Great Britain and Ireland, the Channel Islands, and the Islands of Man at a very considerably reduced rate—and the Islands of Man at a very considerably reduced rate—Independent of its remedial properties, it is a safe and pica—and related to the production of the same patents and the Islands of Man at a very considerably reduced rate—Independent of its remedial properties, it is a safe and pica—and the Islands of Man at a very considerably reduced rate—Independent of its remedial properties, it is a safe and pica—and respectively.

Kingdom of Great Britain and Ireland, the Channel Islands, and the Island of Man at a very considerably reduced rate—the whole cost, including Attorney and Government fees, will not exceed £60, and if the invention is simple the cost will be much less than that amount. He is also in a position and has the official papers by signing of which the inventor may have the patent issued in his own name instead of the name of fils attorney.

Other causes, obstruct the growth and healthy production of their causes, obstruct the growth and healthy production of their causes, obstruct the growth and healthy production of their causes, obstruct the growth and healthy production of their causes, obstruct the growth and healthy production of their causes, obstruct the growth and healthy production of their causes, obstruct the growth and healthy production of their causes, obstruct the growth and healthy production of the sair.

Independent of its remedial properties, it is a safe and pica stant accompaniment for the toilet, eradicating dandruff and other cutaneous cruptions from the head.

For sale by the agents, W. H. Gilman, Charles Stott & Co., Kidwell & Lawrence, Washington, D. C., and by J. L. Kidwell & Lawrence, Washington, D. C., and by J. L. Kidwell & Lawrence, Washington, D. C., and by J. L. Kidwell & Lawrence, Washington, D. C., and by J. L. Kidwell & Lawrence, Washington, D. C., and by J. L. Kidwell & Lawrence, Washington, D. C., and by J. L. Kidwell & Lawrence, Washington, D. C., and by J. L. Kidwell & Lawrence, Washington, D. C., and by J. L. Kidwell & Lawrence, Washington, D. C., and by J. L. Kidwell & Lawrence, Washington, D. C., and by J. L. Kidwell & Lawrence, Washington, D. C., and by J. L. Kidwell & Lawrence, Washington, D. C., and by J. L. Kidwell & Lawrence, Washington, D. C., and by J. L. Kidwell & Lawrence, Washington, D. C., and D. C., an

[No. 492.] BY THE PRESIDENT OF THE UNITED STATES. In the President of the United States.

In pursuance of law, I, FRANKLIN PIERCE, President of the United States, do hereby declare and make known that public sales of the sections and parts of sections of land, all bearing the odd numbers, which remain to the United States, within six miles on each side of the line of the Mobile and Ohio River railroad, in the States of Alabama and Mississippi, subject to double the minimum price of the public lands, as provided by the act of 20th September, 1850, will be held at the following land offices, in the States of Alabama and Mississippi, at the periods hereinafter designated to wit.

At the land office at ST. STEPHENS, in Alabama, com mencing on Monday, the fifth day of September next, for the disposal of such sections and parts of sections, being the odd numbers above referred to, as are situated in the undermen-

North of the base line and west of the principal meridian.

Townships three, four, five, six, and seven, of range five. South of the base line and west of the principal meridian. Townships one, two, three, four, and fice, of range one.

lownship three and four, of range one.

meneing on Monday, the twelfth day of September next, for the disposal of such sections and parts of sections, being the odd numbers above referred to, as are situated in the underentioned townships, to wit:

mentioned townships, to wit:

At the land office at COLUMBUS, in Mississippi, commence

North of the base line and east of the Choctare meridian.

At the land office at AUGUSTA, in the same State, com-

Townships one, two, three, four, five, six, and seven, of range Townships one, two, three, four, five, six, and seven, of range

Townships one, five, six, and seven, of range seventeen. Township seven of range eighteen.

Townships three, four, fice, six, seven, and eight, of range Townships five, six, seven, eight, nine, and ten, of range six.

said road," and those in italies are partly within said limits, as designated on the diagrams, which will be furnished to the respective district land offices by the Commissioner of the neral Land Office.

The lands will be sold subject to the right of way granted by the said act of 20th September, 1850, to the States aforesaid, for said railroad, not exceeding one hundred feet on each side thereof; and therefore the particular tracts of land which in clude the road will be sold as containing the quantities re-spectively shown by the official plats.

Each sale will be kept open for a time sufficient to admit of offering all the lands, but not exceeding two works, and applications to make private entries of the lands offered under this proclamation will not be received until after the close of th Given under my hand, at the city of Washington, the twenty third day of May, A. D. 1853

JOHN WILSON, Commissioner of the General Land Office.

Notice to actual settlers on lands of the United State originally withdrawn from market on account of the rail-

road grant.

Under the act of Congress, approved 3d March, 1853, entitled "An act to extend pre-emption rights to certain lands therein mentioned," the pre-emption laws of the United States as they now exist are extended over the alternate reserved sections of public lands along the line of the railroad hereinbefore mentioned, where the settlement and improvement were made prior to the final alletment of the alternate sections of the said railroad. Therefore, all claims by pre-emption to any o the alternate sections of public lands within the limits originally reserved will attach, if predicated upon settlements made prior to the 4th February, 1853, the date of the final allotment.

Soldiers' bounty land warrants, at a dollar and aty five cents per acre, may be received in payment for either lands; one warrant only, however, can be located by ch

Immediately after the close of the public sale unit as will the foregoing production of the President, applications will be received for the purchase at private energy, or location by warrants, of the lands reserved to satisfy this grant, outside of the six miles limits, in such order as to prevent confusion of the six miles limits, in such order as to prevent confusion of the six miles limits, in such order as to prevent confusion.

Commissioner of the General Land Office. may 26-w13w

METROPOLITAN RAILROAD.—It having been duly certified to the Commissioners of the Metropoli-Railroad, at their meeting on the 5th of July, 1853, that the amount of stock required by the charter for the organization of the Company has been subscribed, the said Commissioners, pursuant to the provisions of the act incorporating
said Company, hereny give notice to the subscribers for said
stock to meet in person or by proxy at the Union Hotel, in
Georgetown, D. C., on Thursday, the 28th of July instant,
between the hours of 12 M. and 2 P. M., for the purpose of
electing twelve Direct. is to manage the affairs of aid Company.

WM. W. CORCORAN,
WM. W. SEATON

WM. W. SEATON, DAVID ENGLISH, FRANCIS DODGE FERDINAND W. RISQUE, Of the District of Colu JACOB M. KUNKEL, MEREDITH DAVIS, ROBERT T. DADE. WM. LINGAN GAITHER. FRANCIS C. CLOPPER DANIEL WEISEL, JAMES WASON.

The National Intelligencer, the Union, and the Republic,

The National Intelligencer, the Union, and the Republic, Washington; the Advocate, Georgetown, D. C.; and the Baltimore Sun, Baltimore, will please insert the above a ivertisement three times a week till the 28th of July. The Journal, Rockville, Montgomery county; the Herald, Citizen, and the Examiner, Frederick; the Catoctin Whig, Middletown; the Odd Fellow, Boonsboro'; and the Herald and Torchlight, the Hagerstown Mail, the News, and the People's Own, Hagerstown Mail, the own, will respectively insert the same once a week u

I MPORTANT DISCOVERY !- Gray Hair actually

issippi, at the periods hereinafter designated, to wit oned townships, to wit:

Townships one and two, of range one.
Townships one, two, three, and four, of range two.
Townships one, two, three, four, and five, of range three.
Townships one, two, three, four, five, six, and seven, of range

Townships one, two, three, four, and five, of range two. Townships one, two, and three, of range three. Township one, of range four.

South of the base line and east of the principal meridian.

At the land office at DEMOPOLIS, in the same State, com

North of the base line and west of the principal meridian. Townships eighteen, nineteen, and twenty, of range four. At the land office at TUSCALOOSA, in the same State, parameneing on Monday, the fifth day of September next, for the disposal of such sections and parts of sections, being the did numbers above referred to, as are situated in the under-

North of the base line, and west of the principal meridian in the Southern surveying district. Township twenty-one, of range four.

ng on Monday, the nineteenth day of September next, for the isposal of such sections and parts of sections, being the odd numbers above referred to, as are situated in the undermen-

twenty, of mange fifteen, seventeen, eighteen, nineteen, and Townships eight, nine, weelve, thirteen, fourteen, Afteen, six-een, seventeen, eighteen, nineteen, and twenty, of range ixteen.

Townships eight, nine, ten, eleven, twelve, thirteen, fou

or the disposal of such sections and parts of sections, being the odd numbers above referred to, as are situated in the unermentioned townships, to wit:

Township four, of range thirteen Townships one, two, three, four, five, and six, of range

North of the base line, west of the meridian, and east of Pearl

Townships seven, eight, nine, and ten, of range six. Townships eight, nine, and ten, of range seven. Townships eight, nine, and ten, of range eight. The townships herein designated in Roman letters are whole within the limits of "six sections in width on each side of

Lands reserved for schools, military, and other purposes

FRANKLIN PIERCE.

settlements made prior to the 4th February, 1853, the date of the final allotment.

Claims within the six miles limits must be proven up at any time before the day herein fixed for the commencement of the public sale, and are to be paid for at the rate of two dollars and fifty cents per acre. Claims outside of the six miles, and within the limits of the original reservation, must be proven up prior to the restoration of said lands to prive entry.

Saldiers hounds had warrouts at a dollar and

pre-emptor.
Immediately after the close of the public sale directed by and insure accuracy, in accordance with instructions to be issued to the registers and receivers.

JOHN WILSON,

ELIAS DAVIS, Of Washington county. july 6-eot28th

Townships eight, nine, ten, eleven, twelve, thirteen, fourteen, freen, and sizteen, of range eighteen. Townships eight, nine, ten, eleven, and twelve, of range

North of the base line and east of the Choetaw meridian